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time the supply is limited. Only supplied for Cash.

Telegraphic Address: Pines, Codes: A.B.C. 6th Ed.

F.O. Box, 35. Telephone No. 12

BIRTH.
On 23rd October, at Wuchow, the wife of J.
H. Pearson, of a daughter. [240]HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 28TH, 1905.

WHEREAS beforetime all the discussion
was whether Great Britain would not have
to evacuate Weihai in accordance with the
peculiar term of the lease—"for so long a
period as Port Arthur shall remain in the
occupation of Russia"—it is noticeable
that now the demagogues are debating the
matter from the practical view of utility.Is Weihai worth keeping? Is it wise to
abandon it? The question seems to be
accepted as one of pure policy: if British
interests seem to demand it, the quaint
lease of 1898 is assumed to carry with it a
renewal option; or perhaps the legal pro-
cedure of defining anything as something
else is to be employed, and the word
"Russia" to be interpreted as embracing
"any foreign Power." The terms of the
lease made it quite clear that the object of
Weihai was the protection of British
shipping, the said protection presumably
being against Russia and/or Germany.Germany is now attacking British shipping
by legitimate methods against which no
amount of northern naval bases can avail,
while the Russian danger is and will be for
a long time a negligible quantity.The raison d'être of Weihai seems, therefore,
to have gone. It is no longer a fortified naval
base, but only a harbour and a sanitarium for
British warships of the China station. The
sanitarium idea seems to have been worked
to death. What necessity there is for such
a refuge for men living a healthy, breezy,
open-air life at sea, and who are relieved
and sent home at comparatively short
intervals, is not easily made apparent to the
British resident of, say, Hongkong, who

toils ashore through all the heat and
supposedly unhealthy days, for much longer
intervals, and has practically nothing of
which to complain on the score of fitness.
Hongkong affords ample harborage, and
is, besides, more conveniently situated for
any hasty naval mobilisation. Then again,
Great Britain's naval strength out here is
being considerably reduced, so that if these
be the only arguments for the retention of
Weihai, even the "niggardly grant-in-aid
of £3,000" must be regarded as more
than the measure of Weihai's value to us.
So far, this cursory review would appear
to justify those who clamour for the aban-
donment of the alleged useless place. Yet
the British Government some time ago
definitely intimated that it had no in-
tention of vacating Weihai, and the British
Minister at Peking has confirmed this
within the last few days, by officially
contradicting a rumour that evacuation
was under consideration. There must be a
reason or reasons for the Government's
policy, a policy behind the policy; and
though we are not in a position to indicate
its nature, we believe, let us say intuitively,
that that policy will one day be justified.
The parrot-cry of Chinese integrity will
not be always heard; human nature in its
course is fighting against the lowest or
pseudo-honest standard at present raised
by the Powers. Great Britain can still
raise it without losing face; but, at the best,
it means for each and all: "There must
be no grabbing; but should there be, let
us grab most."—Russia—gone from Port
Arthur does not restore Chinese integrity;
Japan remains. With England out of her
small corner of Shantung, there would still
be Germany; and the German motto in
that quarter is assuredly *vestigia nulla
retrocedunt*. The longer the deluge of
annexation is dammed back, the better it
will be; but few believe the dam will hold
up for ever. It has too many internal
weaknesses. When it does burst, we hope
there may be a British gun or two still at
Weihai.

The 255th case of plague was recorded
yesterday.

Lunch's latest definition of a snob as "a
superficial figure consisting of nothing but side"
is worth remembering.

The Strangers' Aid Society at Singapore has
overdrawn its account by about a thousand
dollars.

The Manila observatory, telegraphing at 4
p.m. on Oct. 26, notified the American Consulate
here of a depression near South Guam.

Mr. Robert Strachan, the chief officer of the
s.s. *Clan Kincaid*, fell into the river Hoogly
when boarding the steamer on the morning of
Oct. 23d, and was drowned.

Mr. H. P. Chard asks us to mention that
there will be no (Association) practice match
to-day, as it has been found impossible to raise
two teams.

A fiao hall, for social and ceremonial uses, to
be called the Victoria Memorial Hall, was
formally opened at Singapore on the 18th inst.

The event dwarfed in importance both the Dock
Arbitration and the Races.

The Hongkong Volunteer Reserve Association
is notified that the 500 yards range at King's
Park will be available for practice shooting
from two o'clock to six o'clock to-day. As the
score register will probably be inspected by
His Excellency the Governor next month, it is
requested that members who have not shot
recently will try to take part in to-day's
shooting.

A gentleman from Jemrach's, the well-known
animal dealer, is now in Bangkok, apparently
in search of the big deer known as the *cervus
schomburgkii*, not a single specimen of which has
ever reached Europe alive. They are to be
found, says the *Siam Observer*, only in the
ranges of hills in the higher lands in Siam, and
although their horns and hides are found on the
market in considerable numbers, the animals
themselves are very rarely seen there.

The booksellers of London are said to be
stirred at the London Times' method of exploit-
ing particular books, which they declare is
interfering with legitimate trade. It is alleged
that, owing to *The Times* dominating prestige,
it has been able to secure special terms from
the publishing houses of Murray and Cassell;
and it is asserted, as an instance, that Messrs.
Cassell & Co. sold to *The Times* 1,000 copies of
Sir Donald Wallace's "Russia"—a book sold
to the public at 2s. net—for 10s. per copy.

The Tientsin China Review asks:—Have we
no municipal Nap-lean, no Tientsin Washing-
ton, no local Com Barton to arise and wipe out
the anomaly of 9 councils, 9 sets of ricksha
licences, 9 police forces, 9 expensive staffs?
German, British, French, Japanese, Chinese,
Austrian, Italian, Belgian and Russian. Surely
the combined business acumen of Tientsin
residents could evolve a scheme by which a
saving of 50 per cent. could be effected in the
grand total annual expenditure? Methinks,
perhaps, this very business acumen precludes
such a desirable consummation.

The number and tonnage of merchant vessels,
warships, transports and yachts of all nations,
which arrived at, and departed from Singapore
during the year 1904 were 11,799 (8,816 British)
and 13,253,283 (8,100,748 British) respectively,
being an increase of 267 vessels and 36,066 tons.

Corean roads must be very bad. A visitor
writes:—Taken altogether, there is scarcely a
half-mile of decent street in Chemulpho. The
rice paddy paths of China are sand-paved
bonlevards compared to mis-named country roads
of Corea, and this truth is thrust home to the
walking tourist ere he is a mile from the town
limits of Chemulpho.

It is stated that the Japanese Minister has
intimated to the Corean Government that
concessions for railway building in certain
districts, if made to Corean subjects, can not be
recognised, as the latter have neither capital nor
experience to utilize such grants. To avoid
having railways built at all, the Corean
authorities profess to have given the concessions
to their own people. They are not altogether
deserving of sympathy.

The following is an abstract of the foreign
shipping trade in Bangkok for the month of
September, giving number and tonnage of for-
eign steamers calling at the port:—

No.	Flag.	Tonnage.
25	German	28,053
13	Norwegian	9,870
7	British	5,171
1	Swedish	2,387
1	Dutch	1,070
2	French	752
50	Total	48,223

There were no entries of sailing ships.

A writer in the *Nursing Times* says:—It is
stated that one of our royal princesses is to learn
to ride astride, and thus avoid not only the
dangers of a throw and consequent dragging,
but also the undeniable risk of one-sided develop-
ment. For many years medical men have advised
the cross-saddle for young girls, but convention
has forbidden this rational mode to those of
older years. Recently, however, a horsewoman
has dared here and there to hunt in masculine
fashion, and one such pioneer was seen in the
sacred "Row" the other day. I learn from one
of the fashionable habit-makers that he receives
about half-a-dozen orders each season for divided
cross-saddle skirts.

Corp. J. Parfitt, of the Maidenhead Company
Royal Berks Volunteers, has set up a high
standard in attendance at drill. That Volun-
teer, who is by trade a carpenter, was com-
plimented by the captain of his company at a
recent prize distribution on having missed but
one drill in 14 years. This is probably a record
for the county, if not for the country. While
no one would pretend to say this sort of thing
can be achieved in the hard working tropics,
still it may serve to some who are slacker than
they should be, that there is plenty of room for
improvement in drill attendance without com-
ing within the same horizon of duty as that
occupied by the ideal set up by Corporal J.
Parfitt.

The *Far East* says:—We notice that it is
stated in well informed circles that the recent
visit of Secretary Taft to Tokyo was in-
cidentally accompanied by an important under-
standing in consequence of the explicit dis-
avowal by Japan of any design whatever upon
the Philippines. Apropos of this, it is now
reported *ex cathedra* that the United States has
signified her tangible support *vis-a-vis* Japan's
pretensions over Korea. Coupled with the
Portsmouth Treaty and the New British
Alliance this American attitude will no doubt
considerably expedite the execution of our
extensive arrangements in the Peninsula. From
these and other circumstances we are safe in
saying that the U. S. is a sleeping partner in
the Anglo-Japanese Alliance.

The *Scout Press* puts a different complexion
on a matter mentioned by the other *Scout*
paper. It says:—The Corean warship, the
Yang-Mou, which was chartered by the Japa-
nese navy during the war, was returned to the
Corean Government two or three months ago,
and is now being chartered by the Mitsui
Bussan Kaisha. While she was employed by
the Japanese Government it is stated that the
sum of Yen 100,000 monthly was paid to the
Corean Government, of which several thousand
yen remain untouched. With this sum it is
the intention to convert the *Yang-Mou* into a
merchant ship, and she will be under the
control of the Mitsui Bussan Kaisha at a
monthly fee. We hear that she will be used
for transporting coal between Moji and
Shanghai.

The *Strait Times* thinks there is too much
said about ladies' costumes at the races, and
that the men ought to have a turn. Following
is an extract:—The trousers were full and
quite plain, neatly turned up at the ankles; but
the coat was very smart in cut and style of
trimming with graduated groups of button-
holes edged with black silk and handsome black
buttons stitched with similar material. These
buttons were plentifully used both back and
front and again on the sleeves. With this was
worn a fluffy little vest made of dove-coloured
mousseline de soie composed of two folded
pieces and edged with yellow piping. The
somewhat high-cut neck allowed just a glimpse
of open-work shirting whilst it intensified the
effect of a scarlet butterfly tie. The owner
carried a light Malacca cane and was booted
but coloured Russian leather. A small ship hat
delicately perched at an angle of 69 degrees,
and very simply trimmed with red and blue
ribbon and a black silk wind-guard completed a
costume which won the hearts of all men of
good taste.

By kind permission of Lieut-Col A. G.
Fytton, D.S.O., and Officers, the Band of the
Second Battalion "The Queen's Own"
(Royal West Kent Regiment) will play the
following programme of music during dinner
at the Hongkong Hotel this (Saturday)
Evening:—

March—"A Franchise"..... Costa
Overture to—"Norma"..... Bo lini
Valse—"Etincelles"..... Walteufel
Selection from "The Ball of New York"..... Kerker
Song—"The Children's Home"..... Cowen
Livertissement—"Espagnol"..... Desormes
Selection from "Idylthe"..... Sullivan
Trotter—"Mumblin Moss"..... Thurhan

Menu:—Hom d'Oiseau—Eggs a la Russe,
Soup—Consomme Royal, Fish—Smoked Garoupa,
and Butter Sauce. Entrees—Lamb Cutlets a la
Nelson, Rabbit a la Francaise, Chicken and
Macaroni Pudding. Curry—Goat Curry. Joins
—Roast Australian Beef, Roast Capon and Bread
Sauce, Baked Bacon and Spinach, Cold Corned
Ox Tongue and Mixed and Appareus Salad.
Sweets—Brand and Butter Pudding, Coffee Ice
Cream and Pudding Cake, Apricot Tart, Tippy
Cake, Dessert—Coffee—Fruit.

The transformation from mufti to khaki on
the part of a Volunteer was yesterday the cause
of a rather amusing incident. Leaving his
business the Volunteer was conveyed in a rich-
sha to his residence, and on getting out told the
coolie to wait for his return. In a few minutes
the man had changed into his uniform and, on
emerging from his house, made to enter the
richsha. The coolie, however, failing to recog-
nise him, interposed, saying—"No, no, I have
got gentleman, topside." The Volunteer tried
to explain, "All same man," he said, and again
attempted to board the richsha. Again the
coolie drew off. "Have got gentleman topside,"
he said. Getting desperate, as the time drew
near for the departure of the launch, the Volun-
teer prayed the coolie to take him on, but with-
out avail. In the circumstances the Volunteer
had to summon another richsha, and drove off
towards the pier. Meanwhile the first coolie
began to realise that he had made a mistake and
he bailed after the other with his empty richsha.
At the pier he approached the gentleman with a
curious expression on his face, and after some
"talker talker" he was paid. When he rejoined
the other coolies they apparently demanded an
explanation why one man should pay two fares
and as the tale was unfolded to them their faces
broadened into a grin, while the narrator con-
tinued to wear a puzzled look.

THE STAR FERRY COLLISION.
INQUIRY AS TO THE CAUSE.

At the Magistrate's yesterday afternoon before
Mr. F. A. Hazeland and a jury composed of
Messrs. A. McDougall, H. P. Carmichael and
M. Cassidy, an inquiry was held into the cir-
cumstances surrounding the death of Cheung
Yung Mai and Chai Tai Tai, sampans women.
The deceased were drowned in the harbour on
the 16th instant as the result of a collision
between the sampan they were sailing and the
ferry launch *Evening Star*.

Mr. F. B. Deacon (of Messrs. Deacon, Looker
and Deacon) appeared for the *Star Ferry Co.*,
and the coxswain of the *Evening Star*, while
Mr. O. D. Thomson watched the proceedings
on behalf of the relatives of the deceased.

Dr. W. Moore, medical officer in charge of
the Kowloon mortuary, testified that on the
16th instant he examined the bodies of the
deceased and found that death was caused by
drowning.

Chan Yau said he was the owner of the row-
ing boat which was sunk by the *Ferry Evening
Star*. On the morning of the 16th instant he
was coming from the French mail steamer,
which was at the quay, to Blake pier. He had
a Chinese passenger on board besides his wife,
daughter, younger brother and a foki. Witness
was sailing and the wind was blowing moderately
from the east. The tide was running west.
He saw the ferry launch about 300 feet on his
port bow. She had just left the wharf. When
within about 200 feet of him he called out to
the ferry four or five times; she altered her
course to port shortly before the collision but
struck him on the port bow. He did not hear
any whistle. The sampan was capsized and its
occupants thrown into the water, his wife and
daughter being drowned. The collision occurred
west of Messrs. Shewan Tomes' buoy.

To Mr. Deacon—He was sailing with the
wind behind him, and slightly slanting. There
were no other craft between the French mail
and Blake pier, and he saw the ferry launch
from the time she left the wharf. She steered
an easterly course. The ferry altered her
course when witness bailed her. If she
and altered her course to starboard instead
of port the collision would not have happened;
he did not alter his course when he saw the
collision imminent. His wife was steering.
After the collision the ferry blew her whistle.

Mr. Deacon called Lo Fuk, coxswain of the
Evening Star ferry launch. He said that
when he observed the sampan it was sailing as
if from the police pier to Hongkong. There
was a fresh north wind and the sampan was
sailing free. He first observed the sampan
about 200 yards distant on his port bow, and
blew a warning signal on his whistle. As the
sampan held her course witness blew a
second blast, but apparently no notice was
taken of it. He ported his helm with the
intention of giving astern of the sampan
when about 50 or 60 feet distant. Before the
collision he twice altered his course to starboard.
The sampan altered her course at the last
moment, and it was then that the ferry struck
and capsized her. After blowing his whistle,
as the sampan took no notice of his signals, he
slowed down to half speed. At the time of the
collision the ferry's engines were going astern.
He stood by the sampan after the collision.

To a juryman—When he stopped the engines
he was close to the sampan, a few seconds after
he reversed them.

The inquiry was adjourned until Monday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

RUSSIAN WARSHIP BURNED
BY MUTINEERS.

LONDON, 27th October.

Another serious mutiny is reported
in the Black Sea Fleet.The *Kniaz Potemkin* was burned.

TROOPS SUSPECT.

LONDON, 27th October.

The loyalty of the troops is now
considered very doubtful.

RUSSIAN REVOLT SERIOUS.

LONDON, 27th October.

The revolt in Russia has grown
stronger. The strikers are arming,
and have been joined now by large
bodies of Government workmen.FRENCH PRESIDENT IN
PORTUGAL.

LONDON, 27th October.

President Loubet has gone to
Lisbon.THE IMPERIAL GARTER
KNIGHT.

LONDON, 26th October.

The mission conveying the insignia
of the Order of the Garter to H.I.H.
Mutsuhito of Japan is to leave Eng-
land early in the New Year.

THE TOKYO EMBASSY.

LONDON, 26th October.

The status of the British Legation
at Tokyo has been raised to that of
an Embassy.

RUSSIA.

LONDON, 26th October.

Several Russian cities, including
Moscow and the capital, are now
isolated so far as railway communica-
tion is concerned.The strike movement appears to be
spreading rapidly over the whole
country.Further revolutionary developments
are prognosticated.[REUTER'S SERVICE.]
NEW RUSSIAN LOAN.

LONDON, 25th October.

Numerous foreign bankers, including
Lord Revelstoke, are now in St. Petersburg,
arranging the details of a loan, which is
expected to appear in November, probably
of upwards of £70,000,000, divided between
France, Germany, England, Holland and
America.

THE STRIKES IN RUSSIA.

LONDON, 25th October.

The railway strike in Moscow has spread
in every direction involving a dozen of the
principal towns; 36,000 workmen at the
factories in Lodz have struck, the strike
being political. Martial law is imminent
in St. Petersburg. The railway men have
sent a deputation to M. Witte declaring
that the only remedy for the present
situation is political liberty and the con-
vocation of a Duma elected by direct
universal suffrage; enough blood has already
been shed in Manchuria and in the cities of
Russia.CHINA AND THE FUTURE OF
MANCHURIA.The following telegrams appeared in the
N.C. Daily News:— Peking, 21st October.On the 17th instant, the Treaty of Peace
between Japan and Russia was reported upon to
their Majesties, the Grand Councilors were
received in audience, and a conference before
the throne was convened. The Empress
Dowager impressed on the Grand Council
that negotiations both with Japan and
Russia must be conducted with the utmost care
so China may not be criticised by foreign
Powers.After the conference, Prince Ching tele-
graphed to the Viceroys and to H.E. Chao
Erh-shun, (General of Manchuria) ordering
them to express their respective views.The next day another conference in the
Presence was convened, and it was decided to
establish China's own views with regard to (1)
the lease of the Liaoting Peninsula; (2) the
desirability of shortening the period before the
evacuation of Manchuria; (3) the rights over
the steps to be taken in regard to these questions
are not decided on, though the Grand Council
recognised the importance of all three of them.On the suggestion made telegraphically by
H.E. Chao Erh-shun, the Chinese government
will open negotiations with the Japanese author-
ities regarding timber cutting in Manchuria,
and the fisheries on the Yalu river.

"THE VICTORIOUS NUMBER."

That is the title of a seventy-page commemo-
ration number of the *Maicho Shimpō*, which
has reached us from the publishers in Yokohama.
It is a wonderful example of journalistic enter-
prise, although we must admit it would have been
more "victorious" if the publishers had had the
sense to get someone better acquainted with
the English language to edit those portions
which are printed in our tongue. Because some
of the blunders are so amusing, and with no
desire to poke fun at our confreres, we may
quote some of them, merely cautioning the
reader against thinking that English is not
better understood and "wrote" in the neigh-
bouring empire.

An article on "Japanese restaurants Yoko-
hama" describes the native restaurants at
Yokohama where visitors are advised to study
Japanese manners. We read that "the upper
part of room is portial the chief guest being to
sit backing it," and "when the entertainment is
progressed the host give thanks to the assembled
guests which is returned by them. Goisha
helps in the entertainment while they sing and
play as well, they being." This is considered as
necessary in entertaining. They make toilet
their special study so that their style is elegant
and graceful and associating as they do with
men of upper circle they are gaudy in deport-
ment and easy in manner. And more beside,
all to "sued the eyes of the beholders." A "Mr.
Taft" is said to have enjoyed it quite recently;
he appears to be an American Secretary of War.

A history of the tea trade tells us that
"in 1875 a Chinese was suggested for manufacture
of tea and black tea in Chinese way having been
manufacture the example was sent abroad to ask
for criticism while an officer connected with
industry was despatched to China for observa-
tion of the actual condition of black and green
tea there which was followed by another party
having been sent out to India in next year for
the purpose of studying the condition of green
tea there." This history concludes with a word
for the future. "In no distant future a great
reformation will take place in tea trade and
should Yokohama merchants remain lazy just
as they are the tea market will be removed to
Shimoda as is evinced by the quotation at
Shizuoka ruling at Yokohama."

The editorial article is addressed to "the
rulers and people of the world" and to "Emperors
Kings, Presidents, Ministers of State, and
general public of foreign countries." It re-
marks, *inter alia*: "We need scarcely say that
our little paper is incapable to represent fully
and satisfactorily the idea and feelings of
Japanese people, but circumstances, not a loving
us to be silent on the subject we assume upon
ourselves the liberty of placing ourselves as
mouth organ of the people." It must be
admitted that mouth organ is a distinct score.
"Mouth organ" is a distinct score. "Mouth
organ" is a distinct score. "Mouth organ" is a
distinct score. "Mouth organ" is a distinct score.

But now we have given enough. As our
contemporary observes, "want of space obliges
us to stop here." Before we stop here, however,
we may mention that the number is beautifully
illustrated, only the English descriptions mar-
ring the fine photographs. One, a view of the
place in a dairy where the cows are milked, is
labelled the "squeezing out place." The
portrait of the proprietor is labelled: "... Eq
A. Successor of Keeping Cows And Mi Lking."

THE VOLUNTEERS.

Yesterday morning Major Pritchard, the
commandant, informed the Volunteers that the
field manoeuvres of last Saturday had been
carried out very well. The scheme was that an
enemy was embarking from Lichikok to
Hongkong and had thrown out a rearguard
(No. 1 Company) to protect their embarkation,
while No. 2 Company had to attack their posi-
tion. The defenders did not take cover as much
as they should have done, whereas the attacking
party could not advance without revealing
themselves.

On Thursday the Commandant of the Royal
Artillery will inspect the Volunteers at 15 B.L.
and Maxim Gun Practice, while to-morrow the
Inspection by H.E. the General Officer Com-
manding takes place.

The camp will be struck on Monday morning.

NOTICE.

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NEW ADVERTISEMENTS

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COMFORTABLE BEDROOM with Verandah and Bathroom attached. Healthy. Good View of Harbour.

For terms apply to—

C. B. A.,
Hongkong, 28th October, 1905. [2435]

TO LET.

FINE, LIGHT AND AIRY ROOMS, with Bathroom, on first floor above Singer's; suitable for two bachelors; newly renovated. Rent moderate.

Apply to—
MANAGER,
Singer Sewing Machine Co.
Hongkong, 28th October, 1905. [2436]



ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FARMERS' HALL on WEDNESDAY, the 1st November, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 28th October, 1905. [2437]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN."

Captain J. S. Beach, will be despatched for the above ports TO-DAY, the 28th inst., at 4 P.M. instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 28th October, 1905. [2438]

FOR TSINGTAU & VLADIVOSTOCK.

THE Steamship

"ANDALUSIA."

Captain Filler, will be despatched for the above ports on TUESDAY, the 31st inst., at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 28th October, 1905. [2439]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDER-

TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau).
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [2448]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried on from the range at LAI-CHI-KOK from THURSDAY, the 26th inst.

By Command,

T. SERCOMBE SMITH,

Colonial Secretary's Office,
Hongkong, 23rd October, 1905. [2397]

KOWLOON CUSTOMS NOTIFICATION.

WRECK IN CANTON RIVER.

THE Chinese Torpedo-boat *Loi Fu* (雷伏) sunk in Canton River is marked by a junk which carries a red flag by day, and two white lights (one under the other) from one yard arm and one white light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights. The junk is moored close to the wreck in 26 feet low water.

The bearings are:

North end of LANKIT ISLAND

N. 56° W. about 5 1/2 miles.

CHEUNPUI POINT N. 28° W. about

6 1/2 miles.

T. E. COCKER,

For Acting Commissioner of Customs,
Kowloon District.

Custom House,
Kowloon, 25th October, 1905. [2422]

THE TRADE MARKS ORDINANCE, 1893.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE IS HEREBY GIVEN that

THE TAIKOO SUGAR REFINING

COMPANY, LIMITED, carrying on business

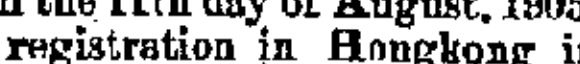
at Victoria in the Colony of Hongkong and

elsewhere have, on the 11th day of August, 1905,

applied for the registration in Hongkong in the

Register of TRADE MARKS, of the

following TRADE MARK—



in the name of THE TAIKOO SUGAR

REFINING COMPANY, LIMITED, who

claim to be the proprietors thereof.

The TRADE MARK is intended to be used

by the applicants forthwith in respect of the

following goods—

SUGAR, GOLDEN SYRUP, MOLASSES AND

SUGAR CANDY IN CLASSES 42.

Dated the 24th day of August, 1905.

JOHNSON, SPOKES & MASTER,

Solicitors for the Applicants,

4, Des Voeux Road Central,
Hongkong.

NOTICES OF FIRMS

NOTICE.

I have this day RESUMED CHARGE of the Company's Affairs at this Port.

E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.
Hongkong, 23rd October, 1905. [2395]

NOTICE.

I HEREBY GIVE NOTICE that on the 1st day of October, 1905, I admitted into partnership in the business carried on by me under the style of MACDONALD & Co., Mr. JOHN WILKIE, and the business will henceforth be carried on by myself and the said JOHN WILKIE under the style of MACDONALD & Co.

D. MACDONALD,
Hongkong, 23rd October, 1905. [2396]

INTIMATIONS.

WANTED.

CAPABLE EXPERIENCED SALESMAN as soon as possible. German preferred. Suitable man could eventually be entrusted with responsible position in Coast-port.

Apply by letter to—

"SALESMAN,"

Care of "Daily Press" Office,
Hongkong, 24th October, 1905. [2113]

WANTED.

AN EXPERIENCED MAN of business to act as COMPTROLLER. Good references and securities required.

Apply to—

Care of "Daily Press" Office,
Hongkong, 27th October, 1905. [2293]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

Care of Office of this Paper.
Hongkong, 16th August, 1905. [1898]

FOR SALE.

A COLLECTION of over 3,400 POSTAGE STAMPS.

Apply by letter to

F.

Care of "Daily Press" Office,
Hongkong, 27th October, 1905. [2431]

KOWLOON-CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the above club, will be held at the SEAMEN'S INSTITUTE, Kowloon, at 8.30 P.M. on 1st November, 1905, to decide what Pavilion shall be erected by the Kowloon Cricket Club.

By Order of the Committee,
H. GOYNE-STEVENS,
Hon. Sec. Kowloon C.C.
Hongkong, 27th October, 1905. [2432]

J. WATT JAMESON & CO.,

MARINE

SALVAGE

ENGINEERS.

THIS COMPANY POSSESSES THE

MOST POWERFUL & EFFICIENT

SALVAGE MACHINERY.

CONTRACTS UNDERTAKEN.

TELEGRAPHIC INSTRUCTIONS ACTED UPON

IMMEDIATELY.

The Company has the powerful steamer

City of Birmingham (287 Tons, 750 H.P.),

specially equipped with necessary Gear for

Salvage purposes, always ready at Short Notice.

Telegraphic Address—

"SALVAGE-HONGKONG" HOTEL MANSIONS.

A.B.C. 4th Edition, & 4th Floor.

Agents for Messrs. SIEBE, GORMAN & Co

Submarine Engineers, Makers of all classes

of Diving Gear, London.

Hongkong, 3rd October, 1905. [2265]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

37, Des Voeux Road CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th September, 1905. [2056]

SIENTING.

SURGEON DENTIST,

No. 10, DAGUIAR STREET

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1905. [2174]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c., and FOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2355]

RUINART PERE & FILS, REIMS.

Established 1719,

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal).

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1905. [122]

DAVID CORSAK & SON'S.

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [58]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 28th October, at 2.30 P.M. sharp, at their SALES ROOMS,

No. 8, Des Voeux Road, corner of

Ice House Street,

A LARGE ASSORTMENT OF

OLD PEKIN CURIOS.

Comprising—

OLD CHINA VASES, WALL PLATES

and INCENSE BURNERS, CLOISONNE

VASES and WALL PLATES, OLD

BRONZES, SNUFF BOTTLES, CARVED

WOOD ORNAMENTS, TEMPLE

PALACE and WALL HANGINGS, SILK

EMBROIDERIES, &c., &c.

Catalogue will be issued.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.
Hongkong, 24th October, 1905. [2410]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (SATURDAY), the 29th October, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF

JAPANESE CURIOS.

Comprising—

OLD TSUTSUMA, FINE CLOISONNE,

BRASS, BRONZES, IVORIES, PANELS

and INLAID WARES.

KAKIMONOS, EMBROIDERED

SCREENS, INLAID PANELS, FOLD-

ING SCREENS, &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,

Auctioneer.
Hongkong, 27th October, 1905. [2433]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY the 30th day of OCTOBER, 1905, at 3 P.M., at the Office of the Public Works Department, by order of His Excellency the Governor, of One Lot of Crown Land adjoining Rural Building Lot 44 at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, commencing from 22nd June, 1886. [2399]

PARTICULARS OF THE LOT.

No. of Sub.	Boundary Measurements	Contents in Square Feet	Annual Rent	Upst Price
1	1/2 Acre	112,000	250	1,000
2	1/2 Acre	112,000	250	1,000
3	1/2 Acre	112,000	250	1,000
4	1/2 Acre	112,000	250	1,000
5	1/2 Acre	112,000	250	1,000
6	1/2 Acre	112,000	250	1,000
7	1/2 Acre	112,000	250	1,000
8	1/2 Acre	112,000	250	1,000
9	1/2 Acre	112,000	250	1,000
10	1/2 Acre	112,000	250	1,000

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received instructions from the MORTGAGES to offer for sale by Public Auction On WEDNESDAY, the 8th NOVEMBER, 1905, at 3 o'clock in the afternoon, at their SALES ROOMS, Ice House Street, Victoria, Hongkong,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

situate at Siewkwan, in the Colony of Hong-

kong, namely, all that piece or parcel of ground

situate at Siewkwan, aforesaid, and registered

in the Land Office as Siewkwan Lot No. 53 of

area of 1242 square feet or thereabouts, together

with the Messuages or Tenements thereon

known as Nos. 36 & 37 Siewkwan Road.

The premises are held for the residue of the

term of 999 years from 3rd January, 1900, at

the annual Crown Rent of \$4.00.

Particulars and conditions of sale can be

obtained from

MR. O. D. THOMSON,

Solicitor for the Vendor;

or from the Auctioneers.

Hongkong, 21st October, 1905. [2389]

INSURANCES

NORTH BRITISH AND-MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904,

217,161,295.

I. AUTHORIZED CAPITAL.....23,000,000

SUBSCRIBED CAPITAL.....2,750,000

PAID-UP CAPITAL.....687,500 0 0

II. FUND.....3,001,268 12 9

The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.
Hongkong, 30th June, 1905. [1567]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.
Hongkong, 21st April, 1897. [181]

100

SHIPPING.

ARRIVAL.
 AMICO, German str., 825, J. Iwerson, 27th Oct., Haiphong 22nd Oct., Pakhoi 23rd and Hanoi 25th, Rice, Pigs and Bullocks—Jensen & Co.
 CHILLY, British str., 1,143, G. Hooker, 27th Oct., Shanghai and Swatow 29th Oct., General—Butterfield & Swire.
 DAONY, Norwegian str., 27th Oct., from Canton.
 ESANG, British steamer, 27th Oct., from Canton.
 Eskdale, British str., 1,623, Driff, 27th Oct., 21st Oct., Coal—Bradley & Co.
 FRITHOF, Norw. str., 891, H. A. Haraldsen, 27th Oct., Poochow, Amoy and Swatow Oct., General—Osaka Shosen Kaisha.
 HALLAN, French str., 377, L. Anderson, 27th Oct., Paochow and Hanoi 28th Oct., General—A. R. Martz.
 Loongmoon, German str., 1,245, Kalkofen, 26th Oct., Wuhu and Chinkiang 26th Oct., Rice—Stenius & Co.
 Mercedes, British transport, 3,250, J. S. McGregor, 27th Oct., Yokohama 21st Oct.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 27th October.
 Chilly, British str., for Canton.
 Daony, Norwegian str., for Chefoo.
 Esang, British str., for Swatow.

DEPARTURES.
 28th October.
 SILE 1A, Austrian str., for Trieste, 27th October.
 CHOYANG, British str., for Canton.
 DAYWONGSE, German str., for Bangkok.
 JARRETS, British str., for Saigon.
 RUBY, British str., for Manila.
 YUENSAN, British str., for Manila.

SHIPPING REPORT.
 The British str. Chilly reports: Strong N.E. monsoon and cloudy weather.

VESSELS IN DOCK.
 27th October.
 ABBEYDOCK—Felix, Roonach.
 UJAKO DOCK—In H. J. Kuer, Tainan, Hainan, Tainan, St. Enoch, Kentner, Hohstein.
 CESOPOLITAN DOCK—Derwent.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
 NORDEUTSCHER LLOYD, BREMEN.
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I. G. M. Steamship
 Captain F. v. Letten Petersen, due here with the outward German Mail about MONDAY P.M., will leave for the above places about 12/24 hours after arrival.
 NORDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 27th October, 1905. [5]

"BEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.

THE Steamship
 "BENVENUE."
 Captain Kroble, will be despatched as above on TUESDAY, the 31st October P.M.
 For Freight apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 12th October, 1905. [2326]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
 "EMPIRE."
 Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 1st November, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong 12th October, 1905. [2323]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "TOURANE."
 Captain Girard, will be despatched for the above ports, on or about FRIDAY, the 3rd November.
 For Freight or Passage, apply to
 C. DE CHAMPEAUX,
 Agent.
 Hongkong, 27th October, 1905. [2]

IMPERIAL GERMAN MAIL LINE.
 NORDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR
 FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 14th November, at Noon, the Steamship "PRINZ SIGISMUND," Captain Loew, with Mail, Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

NORDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 26th October, 1905. [2377]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong, H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

Sections. 1. From Green Island to the Harbour Master's. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	BENVENUE	Brit. str.	—	Kroble	GIBB, LIVINGSTON & Co.	On 31st inst., P.M.
LONDON, via SWATOW, PORTS OF CALL.	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 4th Nov., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SOCOTRA	Brit. str.	1 m.	W. B. Hickey	P. & O. S. N. Co.	About 30th Nov.
LONDON, AMSTERDAM & ANTWERP.	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
AMSTERDAM, LONDON & ANTWERP.	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Dec.
MARSEILLES, &c., via PORTS OF CALL.	Hector	Brit. str.	—	—	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
BREMEN, via PORTS OF CALL.	OCENANIE	Brit. str.	—	Courcel	MELCHERS & CO.	On 8th Nov., at Noon.
COPENHAGEN & BALTIC PORTS.	PRINCESS ALICE	Ger. str.	—	Ch. Polack	MELCHERS & CO.	Quick despatch.
HAYRE & HAMBURG via STRAITS, &c.	EIDSVOLD	Nor. str.	—	—	HAMBURG-AMERIKA LINIE	On 31st Oct.
HAYRE & HAMBURG via STRAITS, &c.	BORUSSIA	Ger. str.	k. w.	Habbe	HAMBURG-AMERIKA LINIE	On 19th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SERBIA	Ger. str.	k. w.	Habbe	HAMBURG-AMERIKA LINIE	On 11th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SENIGALIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 1st Dec.
HAYRE & HAMBURG via STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Meyerdiels	HAMBURG-AMERIKA LINIE	On 24th Nov.
GENOA, MARSEILLES & LIVERPOOL.	SITHONIA	Brit. str.	—	O. Müller	BUTTERFIELD & SWIRE	On 19th Dec.
GENOA, MARSEILLES & LIVERPOOL.	CALCHAS	Brit. str.	1 m.	Habel	HAMBURG-AMERIKA LINIE	About 31st Dec.
GENOA, MARSEILLES & LIVERPOOL.	GRACIOS	Brit. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	About 11th Nov.
NEW YORK via SUEZ	WRAY CASTLE	Brit. str.	—	Nicholas	STANDARD OIL CO.	About 24th Nov.
NEW YORK via SUEZ	SCHUYLKILL	Brit. str.	—	—	STANDARD OIL CO.	On 15th Dec.
NEW YORK via PORTS & SUEZ CANAL.	INDRANI	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st Nov.
NEW YORK via PORTS & SUEZ CANAL.	ATHENIAN	Brit. str.	2 m.	Geo. Wright	CANADIAN PACIFIC R. CO.	On 15th Nov.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO., LIMITED.	On 20th Nov.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Am. str.	1 m.	—	BUTTERFIELD & SWIRE	About 2nd Nov.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	PINGUEY	Brit. str.	—	E. Franco	NIPPON YUSEN KAISHA	On 7th Nov., at Daylight.
SEATTLE via SHANGHAI & JAPAN	DAKOTA	Ger. str.	—	Metzenthin	PORTLAND & ASIATIC S.S. CO.	On 1st Nov., at Noon.
PORTLAND, OREGON via SHANGHAI, &c.	ARABIA	Ger. str.	—	Holms	GIBB, LIVINGSTON & CO.	On 14th Nov., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Brit. str.	1 m.	Loew	MELCHERS & CO.	Quick despatch.
AUSTRALIAN PORTS via F. WILHELMSHAFEN	TUPANAS	Dut. str.	—	E. G. Andrews	JAVA-CHINA JAPAN LINE	About 8th Nov.
YOKOHAMA, via SHANGHAI, KOBE & KOREA	PALEMO	Brit. str.	1 m.	Cross	P. & O. S. N. Co.	On 31st inst.
KOBE and SAN FRANCISCO	HAZEL DOLLAR	Brit. str.	—	—	ARNOLD, KARRER & CO.	To-day, at 3 P.M.
TIENSIN via SWATOW & CHEFOO	ESANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 7th Nov., at 3 P.M.
TIENSIN	WOSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 31st inst., at 5 P.M.
TIENSIN & VLADIVOSTOK	ANDALUSIA	Nor. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	To-morrow, at 10 A.M.
SHANGHAI via SWATOW, AMOY & POOCHOW	FRITHOF	Brit. str.	—	Haraldsen	JARDINE, MATHESON & CO.	To-morrow, at 10 A.M.
SHANGHAI	CHOYANG	Brit. str.	—	W. W. Cooke, R.N.R.	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
SHANGHAI	BENGAL	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI	YCHOOW	Brit. str.	—	F. v. Letten Petersen	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	SACHSEN	Ger. str.	k. w.	Girard	BUTTERFIELD & SWIRE	On 2nd Nov.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	TOURANE	Brit. str.	—	A. Hassel	BUTTERFIELD & SWIRE	On 3rd Nov., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	TRUMPE	Ger. str.	1 m.	Thompson	JARDINE, MATHESON & CO.	On 4th Nov., at Noon.
SHANGHAI via SWATOW, AMOY & POOCHOW	PROMISE	Nor. str.	—	S. Tagami	JARDINE, MATHESON & CO.	On 31st inst., at 3 P.M.
ANPING via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	J. S. Hesch	DAVID SASSOON & CO., LD.	On 14th Nov., at 3 P.M.
TAMSAI via SWATOW & AMOY	HAITAN	Brit. str.	2 h.	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
SWATOW, AMOY & POOCHOW	PAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
SWATOW & SHANGHAI	CHILLY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
SWATOW, CHEFOO & TIENSIN.	FRAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
MANILA	TAIYAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, &c.	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
MANILA	ZARIBO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
MANILA DIRECT	GREGORY APCAR	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 14th Nov., at 3 P.M.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
 FOR
 TIENSIN via SWATOW and CHEFOO "ESANG" Saturday, 28th Oct. 3 P.M.
 "FAUSANG" Sunday, 29th Oct., at Daylight.
 "CHOYANGSANG" Wednesday, 1st Nov. 4 P.M.
 "LOONGSANG" Friday, 3rd Nov. 4 P.M.
 "WOSANG" Tuesday, 7th Nov. 3 P.M.
 "NAMSANG" Tuesday, 14th Nov. 3 P.M.
 * These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS. 18
 Hongkong, 28th October, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific is the "EMPEROR LINE." Saving 3 to 7 days Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER.
"ATHENIAN"	3,882 Tons	WEDNESDAY, 1st Nov.	25th Nov.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 15th Nov.	6th Dec.
"TARTAR"	4,425	WEDNESDAY, 29th Nov.	23rd Dec.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 13th Dec.	3rd Jan.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 10th Jan.	31st Jan.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 590; via New York 662.
 Intermediate and 1st Class Rail " " £40, " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and ALROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent.
 Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
 "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANKCE, on or about THURSDAY, 2ND NOVEMBER.
 "MINNESOTA," Captain J. H. RINDER, TUESDAY, 19th DECEMBER.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. ALSO FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
 AGENTS. 2270
 Hongkong, 4th October, 1905.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 4th Nov., Noon.
RUBI	2540	A. H. Notley	—	—

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS. 15
 Hongkong, 24th October, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "INDRANI," On 15th December.

For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS. 1004
 Hongkong, 20th September, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LRYAN, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.	Freight & Passengers
* BORUSSIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 31st Oct.	Freight & Passengers
SENEGAMBIA	HAYRE, BREMEN and HAMBURG (Calling at Singapore, Penang and Colombo)	On 11th Nov.	Freight.
SERBIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 19th Nov.	Freight.
Capt. Hoffmann	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Dec.	Freight.
Capt. Meyerdiels	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th Dec.	Freight.
SITHONIA	HAYRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 13th Dec.	Freight.
NUBIA	NEW YORK via SUEZ (with liberty to call at the Malabar coast)	December	Freight.
Capt. Habel	with liberty to call at the Malabar coast	December	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amply lighted throughout by electricity. Daily qualified doctors are carried.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE
 HONGKONG OFFICE, King's Buildings.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND PORTLAND, OREGON.

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE

STEAMSHIP

"ARABIA" 4,483 Tons Metzenthin November 7th, 1905.

"ARAGONIA" 5,138 Tons Ernest November 25th, 1905.

"NICOMEDIA" 4,370 Tons Wegmann December 22nd, 1905.

"NUMANTIA" 4,370 Tons Feldmann January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 4th October, 1905. 113

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN and BLACK SEA PORTS.

THE Steamship

"OCEANIE,"

Captain Courcel, will be despatched for MARSEILLES on TUESDAY, the 31st October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZAR" ... 14th Nov.

S.S. "TOURANE" ... 28th Nov.

S.S. "TONKIN" ... 13th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th October, 1905. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. O'Brien, will be despatched for the above ports on TUESDAY, 31st inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
 Agents.

Hongkong, 24th October, 1905. [2416]

THE PENINSULAR AND OR

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	OUTWARDS.	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"MENELAUS"	On 7th November.	
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 7th November.	
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th November.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 21st November.	
GLASGOW and LIVERPOOL...	"EYON"	On 28th November.	
GLASGOW and LIVERPOOL...	"PRAM"	On 29th November.	
GLASGOW and LIVERPOOL...	"QANFA"	On 5th December.	
GLASGOW and LIVERPOOL...	"AJAX"	On 5th December.	
GLASGOW and LIVERPOOL...	"HUGHOW"	On 12th December.	
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 12th December.	
GLASGOW and LIVERPOOL...	"HOMER"	On 12th December.	
FOR	TO SAIL	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 7th November.	
LONDON, AMSTERDAM and ANTWERP	"KINTUCK"	On 21st November.	
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 24th November.	
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th December.	

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & NAGASAKI, KOBE and YOKO HAMA.	"PINGSUEY"	On 9th November.
	"QANFA"	On 1st December.
FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"KEEMUN"	On 31st October.
	"MACHAON"	On 3rd November.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. (9.10)

Hongkong, 18th October, 1905.

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN ... MANILA	"CHEUNG" On 31st October.
SHANGHAI, ZAMBOANGA, PORT ... DARWIN, etc.	"TEAN" On 31st October.
	"YOHOW" On 2nd November.
	"TAIYUAN" On 2nd November.

The attention of Passengers is directed to the superior service offered by these
steamers, which are fitted throughout with electric light. Unrivalled Table. A truly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED BALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. (11)

Hongkong, 28th October, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Geo. Wright	Monday, November 20th
TREMONT	9,806	T. W. Garlick	Friday, November 24th
LYRA	4,417	G. V. Williams	Saturday, December 9th
PELIADES	3,753	F. G. Farington	Friday, December 29th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensure
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS. (7)

QUEEN'S BUILDINGS,
Hongkong, 10th October, 1905

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUOI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 29th Oct., at 10 A.M.
FOR	THE CHARTERED S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOOW	"PRITHVIO"	SUNDAY, 29th Oct., at 10 A.M.
ANPING VIA SWATOW, AND AMOY	"PROMISE"	WEDNESDAY, 1st Nov., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOOW	"TRIUMPH"	WEDNESDAY, 8th Nov., at 10 A.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 20th October, 1905.

T. ARIMA, Manager. (14)

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUTPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February

ON WEDNESDAY, the 8th day of NOVEMBER, 1905, at Noon, the Steamship
"PRINZESS ALICE," Captain Ch. Polachy, with MALES, PASSENGERS,
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 6th November. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 7th November, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 7th November, and Parcels
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 26th October, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	"BENGAL"	About 2nd	Freight and
	W. W. Cooke, R.N.R.	November	Passage.
LONDON & C. VIA USUAL PORTS	"COROMANDEL"	Neon, 4th	See Special
OF CALL	G. M. Montford, R.N.R.	November	Advertisement.
YOKOHAMA VIA SHANGHAI	"PALERMO"	About 6th	Freight only.
MOJI and KOBE	E. G. Andrews	November	
LONDON and ANTWERP VIA SINGAPORE, PENANG, SOGOTRA, COLOMBO, PORT SAID, and MARSEILLES	"SOGOTRA"	About 8th	Freight only.
	W. R. Hickey	November	

For further Particulars, apply to
B. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1905.

VESSEL ON THE BERTHS

THE ROBERT DOLLAR COMPANY.

FOR KOBE AND SAN FRANCISCO.

THE Company's Steamship

"HAZEL DOLLAR,"
Captain Cross, will be despatched for above
ports on TUESDAY, the 31st instant.
For Freight and passenger, apply to
AENHOLD, KARBURG & CO.,
Agents.

Hongkong, 24th October, 1905. (212)

SHIPPING IN PORT.

STEAMERS.

ALSTON, British str., 2,536, Wilson, 21st Oct.

Keelung 19th Oct., General.—Shewan,
Tomes & Co.

ANDALUSIA, German str., 3,477, M. Filler, 23rd
Oct.—Moji 18th October, Ballast.
Hamburg-Amerika Linie.

ANDRE RICKMERS, German str., 1,020, H.
Kohn, 25th Oct.—Bangkok 15th Oct.,
Rice and Wood.—Butterfield & Swire.

ANGEL, German str., 1,001, D. Reimers, 21st
Oct.—Bangkok 12th Oct., Rice.—Butter-
field & Swire.

ATHENIAN, British str., 2,440, S. Robinson,
19th Oct.—Vancouver 18th Sept. and
Shanghai 15th Oct., General.—C. P. R. Co.

C. FRED. LAEBS, German str., 3,789, H.
Meyerdiereks, 26th Oct.—Hamburg 10th
Sept. and Singapore 15th Oct., General.—
Hamburg-Amerika Linie.

CHANGCHEW, British str., 1,213, E. Edwards,
14th Oct.—Moji 8th Oct., Coal.—Japanese
Line.

CHOYANG, British str., 1,142, Selby, 26th Oct.
—Shanghai via Swatow 22nd Oct., General.
—Jardine, Matheson & Co.

CLAVERING, British str., 2,154, D. Barton, 6th
Oct.—from Salina Cruz, Ballast.—China
Commercial S.S. Co.

COURTFIELD, British str., 2,895, J. W. Martin,
23rd Oct.—Bombay 3rd Oct. and Tuticora
9th, General.—Doddwell & Co.

DAONT, Norwegian str., 883, O. Abraham, 24th
Oct.—Chefoo 17th October, General.—
Aagaard, Thomsen & Co.

DAIGI MARU, Japanese str., 847, Tagami, 26th
Oct.—Swatow 25th Oct., General.—Osaka
Shosen Kaisha.

DAKOTA, American str., 2,074, Emil Franke,
26th Oct.—Seattle 20th Sept. and Shanghai
24th Oct., General.—Nippon Yusen Kaisha.

DEZENY, British str., 1,662, J. Jenkins, 23rd
Oct.—Saigon 17th October, General.—
Chinese.

DR. H. J. KIER, Norw. str., 691, Larsen, 11th
Oct.—Chinwangtao 4th Oct., General.—
Shewan, Tomes & Co.

DORIC, British str., 4,975, H. Smith, 23rd Oct.
—San Francisco and Manila 21st October,
Mails and General.—O. & S. N. Co.

DUNDAS, British str., 1,954, H. G. Cass, 23rd
October.—Moji 18th Oct., Coal.—Arnhold
Karbarg & Co.

ELISABETH RICKMERS, German steamer, 997,
Gotsche, 25th October.—Bangkok 18th
October, Rice.—Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,632, E.
Beetham, 25th Oct.—Vancouver 2nd Oct.
and Shanghai 22nd, Mails and General.—
C. P. R. Co.

ESANO, British str., 1,127, L. A. Muir, 22nd
Oct.—Tientsin 13th Oct. and Chefoo 17th,
General.—Jardine, Matheson & Co.

FARANG, British str., 1,410, P. Wheeler, 22nd
Oct.—Kuchinotzu 17th Oct., Coal.—
Jardine, Matheson & Co.

GLENFALLOCH, British str., 1,434, R. S. Pent-
ney, 23rd Oct.—Yara, Singapore via Hoi-
how 14th Oct. Sugar.—Joo Tek Sing.

FOLSTO, Norwegian str., 1,041, Beretangen, 24th
Oct.—Chefoo 18th Oct.—Chinese.

GEROONY ANSAR, British schooner, 2,961, J.
G. Olfant, 24th October.—Calcutta and
Straits 8th October, General.—D. Sassoon
& Co., Ltd.

HAINAN, French str., 173, Roulet, 12th Oct.—
from Kongmoon.—Bradley & Co.

HAITAN, British str., 1,183, J. S. Roach, 25th
Oct.—Fuzhou 22nd Oct., Amoy 23rd and
Swatow 24th, General.—Douglas Laiprak
& Co.

HAZEL DOLLAR, British str., 2,408, C. H.
Cross, 20th Oct.—Moji 14th Oct., Coal.—
Arnhold, Karberg & Co.

HECHINGTON, British str., 1,827, P. N. Toft,
21st October.—Newcastle 30th September,
Coal.—Order.

HELEN, German str., 771, J. Jessen, 21st
Oct.—Touane 17th October, General.—
Jensen & Co.

HOHNSTEIN, German str., 1,275, H. Hamer, 20th
October.—Moji 18th Oct., Coal.—Mitsui
Bussan Kaisha.

HONGWAN, I. British str., 2,060, J. Shaker, 26th
Oct.—Penang 17th Oct. and Singapore
20th, General.—Joo Tek Sing.

KAMPOI, French str., 412, Le Bail, 3rd Oct.
—Saigon 29th Sept., General.—Chinese.

KENNINGTON, British str., 2,247, Robt. Dover,
22nd Oct.—Salina Cruz 15th Sept., Ballast.
Doddwell & Co.

KOHICHANG, German str., 1,292, C. Gosewich,
17th Oct.—Kobichang 8th Oct., Rice.—
Butterfield & Swire.

LANSHAN, German str., 2,300, Sperling, 7th
Aug.—Saigon 2nd August, Ballast.—
Jensen & Co.

LISA, Swedish str., 1,577, H. Hornsahl, 17th
Oct.—Shanghai 13th October, General.—
Chinese.

LOOSOK, German str., 1,020, G. Scholtzen, 26th
October.—Bangkok 17th October, Rice and
Timber.—Butterfield & Swire.

MACHEW, German str., 1,690, H. Harjes, 25th
October.—Bangkok 17th October, Rice
and Wood.—Butterfield & Swire.

MERPOO, Chinese str., 1,221, R. Stephen, 25th
October.—Shanghai 22nd October, General.
C. M. S. N. Co.

PAKHON, British str., 1,229, K. E. Taubben,
16th Oct.—Manila 13th Oct., Ballast.—
Butterfield & Swire.

POCAHONTAS, British str., 1,740, F. G. Box,
21st October.—Mororan 11th Oct., Coal.—
Doddwell & Co., Ltd.

PONAPE, German str., 125, H. Martens, 6th
Sept.—Pompe 13th Aug.—German Consul.

ROSEBATH, British str., 1,123, T. Frazer, 13th
Oct.—Rajang 4th October, Timber.—
Order.

THYRA, Norwegian str., 2,413, H. Pedersen,
20th Oct.—Kuchinotzu 14th Oct., Coal.—
Mitsui Bussan Kaisha.

TSUYO, German str., 1,839, A. Kirek, 16th
Oct.—Saigon 11th Oct., General.—Jensen
& Co.

TSINAN, British str., 1,465, C. Lindbergh, 17th
October.—Sydney 23rd Sept. and Manila
15th, General.—Butterfield & Swire.

ZOROASTER, British str., 2,383, John Ewan,
23rd October.—Moji 17th Oct., Coals.—
Bradley & Co.

SAILING VESSELS.

ECLIPSE, British ship, 2,969, McBryde, 31st
July.—New York 14th April and Auger
13th July, Case Oil.—Standard Oil Co.

ECUADOR, German 4-m. barque, 2,193, O. Drik-
mann, 2nd Sept.—New York 19th May.
Faradin.—Order.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service to CAPE TOWN every fortnight
To Freight and further particulars,
apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspern, cruiser, 2,427 tons, 20 guns, 7,300 h.p.,
Capt. Friedrich Grinzenberger, Singapore
Kaiserin Elisabeth, cruiser, 4,000 tons, 29 guns,
8,000 h.p., Captain Mird, Singapore

FRANCE.

Acheron, armoured gunboat, 1796 tons, 10 guns
1700 h.p., Lieut. Ferret, Saigon
Argus, gunboat, 123 tons, — guns, 500 h.p.,
Lieut. Jeannel, Canton

Avalanche, gunboat, 140 tons, 5 guns, 150 h.p.,
Haiphong

Baionnette, gunboat, Lieut. Lefevre, Saigon

Carnade, gunboat, Lieut. Hue, Saigon

Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p.,
Saigon

Cometa, gunboat, 325 tons, 4 guns, 438 h.p.,
Lieut. M. du Vignaux, Gulf of Siam

D'Assas, cruiser, 4,000 tons, 31 guns, 9,500 h.p.,
Baie d'Along

Decide, gunboat, 645 tons, 10 guns, 1,000 h.p.,
Lieut. Comdr. T. East, Haiphong

Deserates, cruiser, 3,885 tons, 14 guns, 5,500 h.p.,
Commandeur Amot, Baie d'Along

Dupetit Thoms, armoured cruiser, 10,014 tons,
Saigon

Ester, gunboat, Lieut. Mère, Haiphong

Francisque, destroyer, 393 tons, 7 guns, 6300
h.p., Lieut. Coton, Haiphong

Fronda, destroyer, 350 tons, 7 guns, 303 h.p.,
Lieut. Jehanne, Haiphong

Gueydon, cruiser, 9,776 tons, 35 guns, 20,200
h.p., Captain Goudot, Saigon

Guichen, protected cruiser, flagship of Rear
Admiral de Flauges de Jonquieres, Captain
Prat, Saigon

Henri Riviere, gunboat, Lieut. Portier,
Haiphong

Jacquin, gunboat, Lieut. Corlonne, Haiphong

Javeline, destroyer, 307 tons, 7 guns, 309 h.p.,
Lieut. Comdr. Beaussant, Haiphong

Kersaint, gunboat, 1,250 tons, 6 guns, 2,200 h.p.,
Comdr. Le Gollou, Saigon

Lynx, submarine, Lieut. Armbruster, Saigon

Montcalm, cruiser (flagship of Vice-Admiral
Richard, Commander in Chief, 9,700 tons, 12
guns, 19,600 h.p., Capt. Darville du Fourmet,
Baie d'Along

Monarque, destroyer, Lieut. Prat, Baie d'Along

Oly, gunboat, — tons, — guns, — h.p., Lieut.
Audemar, Yangtze

Paiho, gunboat, Lieut. Luciviere, Tongku

Pistole, destroyer, Lieut. de Rainach-Worth,
Baie d'Along

Protée, submarine, Lieut. Glorion, Saigon

Redoubtable, battleship, (in reserve) 9,437 tons, 4
guns, 6,071 h.p., Rear Admiral de Tardieu,
Saigon

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.

Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 2nd of November, are due in London about the 11th of December, and those posted up to 5 p.m. on Friday, the 17th of November, are due in London on Christmas Morning.

With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th of November would accompany the later mail due in London on the 15th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th of November, as the parcel mail of the 1st of December is not due in London till the 8th of January via Gibraltar and the 2nd January via Brindisi.

The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight ... 60 cents.

7 lbs. ... 1.20

11 lbs. ... 1.80

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Claims must not be used for sealing purposes.

The *Sachsen*, with the German mail of the 26th September left Singapore on Thursday, the 26th inst., at 8 a.m., and may be expected here on or about Monday evening, the 30th inst.

The *Tourane*, with the French mail of the 29th September left Singapore on Friday, the 27th inst., at 4 p.m., and may be expected here on or about Friday, the 3rd Nov. This packet brings replies to letters despatched from Hongkong on August 26th.

Mail for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Canton is closed at 8 a.m.

Mails for NAGASAKI, KOBÉ, YOKOHAMA, *KUMCHUK, *SAMSHUI, *WUCHOW and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE.
Hongkong	Kohsichang	Saturday, 28th, 11.00 a.m.
Yap, Saipan and Ponape	German Government vessel	Saturday, 28th, 11.00 a.m.
	(By courtesy of Capt. H. Martens)	
Macao	Huanyuan	Saturday, 28th, 1.15 p.m.
Swatow, Chetoo and Tientsin	Swatow	Saturday, 28th, 2.00 p.m.
Swatow, Amoy and Foochow	Swatow	Saturday, 28th, 3.00 p.m.
Chetoo and Newchwang	Dagun	Saturday, 28th, 3.00 p.m.
Swatow, Singapore and Bangkok	Swatow	Saturday, 28th, 5.00 p.m.
Swatow and Shanghai	Fuhsang	Saturday, 28th, 5.00 p.m.
Hakow and Pakhoi	Haitan	Saturday, 28th, 5.00 p.m.
Swatow, Amoy, Foochow and Shanghai	Swatow	Saturday, 28th, 5.00 p.m.
Swatow, Amoy and Tamsui	Dagun	Saturday, 28th, 5.00 p.m.
Bangkok	Swatow	Saturday, 28th, 5.00 p.m.
Christmas Island	Lorenator	Monday, 30th, 1.15 p.m.
Macao	Huanyuan	Monday, 30th, 1.15 p.m.
Kobe	R. Richman	Monday, 30th, 5.00 p.m.
Swatow and Hongkong	R. Richman	Monday, 30th, 5.00 p.m.
Bangkok	A. Richman	Tuesday, 31st, 10.00 a.m.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

EUROPE, &c., INDIA VIA TUTUCORIN. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Huanyuan	Tuesday, 31st, 1.15 p.m.
Singapore, Penang and Calcutta	Gregory	Tuesday, 31st, 2.00 p.m.
Manila	Ten	Tuesday, 31st, 3.00 p.m.
Swatow, Chetoo and Tientsin	Chetoo	Tuesday, 31st, 3.00 p.m.
Tientsin and Vladivostok	Chetoo	Tuesday, 31st, 3.00 p.m.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, YOKOHAMA and YAMAGUCHI (D.C.)	Athenia	Tuesday, 31st, 4.00 p.m.
Shanghai, Vladivostok	Chongshing	Wednesday, Nov. 1, 3.00 p.m.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.	Empire	Wednesday, Nov. 1, 5.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Dakota	Thursday, Nov. 2, 11.00 a.m.
Manila, Zamboanga, Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.	Tatiana	Thursday, Nov. 2, 3.00 p.m.
Shanghai	Yachow	Thursday, Nov. 2, 3.00 p.m.
Manila	Loongang	Friday, Nov. 3, 3.00 p.m.
Manila	Zahro	Saturday, Nov. 4, 10.00 a.m.
EUROPE, &c., INDIA VIA TUTUCORIN. (Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 3rd Nov., at 5 p.m.		
Yokohama and Kobe		Sunday, Nov. 5, 3.00 p.m.
Batavia, Samarang, Sourabaya and Meneassur		Tuesday, Nov. 7, 11.00 a.m.
Tientsin		Tuesday, Nov. 7, 2.00 p.m.

TO-DAY.

Sale, Pekin Curios, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS

27th October.

ON LONDON.	Telegraphic Transfer	111 1/2
	Bank Bills, on demand	111 1/2
	Bank Bills, at 30 days sight	111 1/2
	Bank Bills, at 4 months sight	2 1/2
	Credit, at 4 months sight	2 1/2
	Documentary Bills, 4 months sight	2 1/2
ON PARIS.	Bank Bills, on demand	24 3/4
	Credit, at 4 months sight	25 1/2
ON GERMANY.	On demand	202 1/2
ON NEW YORK.	Bank Bills, on demand	48 1/2
	Credit, 60 days sight	49 1/2
ON HONGKONG.	Telegraphic Transfer	147 1/2
	Bank, on demand	147 1/2
ON CALCUTTA.	Telegraphic Transfer	147 1/2
	Bank, on demand	147 1/2
ON SHANGHAI.	Bank, at sight	7 1/2
	Private, 30 days sight	7 1/2
ON YOKOHAMA.	On demand	30 1/2
ON MANILA.	On demand—Pesos.	50 1/2
ON SINGAPORE.	On demand	8 1/2
ON BATAVIA.	On demand	118 1/2
ON HAIPHONG.	On demand	14 1/2 p. m.
ON SAIGON.	On demand	14 1/2 p. m.
ON HANGKOW.	On demand	6 1/2
SOVEREIGNS, Bank's Buying Rate		10.05
GOLD LIAU, 100 fine, per tael		52.90
RAE SILVER, per oz.		28 1/2

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Shanghai on the 27th Oct. at 8 a.m., and is due here tomorrow about 2 p.m.

JOINT STOCK SHARES.

Hongkong, 27th October.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & Shanghai	\$125	\$207 1/2, sellers
National B. of China		London, £22.10
A. Shares	25	\$38, buyers
Ball's Asbestos E. A.	125	\$14, buyers
China Light & P. Co.	\$12	\$11.75, sellers
China Petroleum	\$10	\$9, buyers
China P. Co.	\$10	\$9, buyers
Cotton Mills—		
Bow	Tls. 60	Tls. 54, sellers
Hongkong	Tls. 60	Tls. 54, sellers
International	Tls. 75	Tls. 44
Leong Kung Mow	Tls. 100	Tls. 44
Soyaboo	Tls. 100	Tls. 250
Dairy Farm	\$8	\$17 1/2, sellers
Docks and Wharves—		
Farmham & Co.	Tls. 100	Tls. 140
H. & K. Wharf & G.	\$50	\$100, buyers
H. & W. Dock	\$50	\$180, buyers
New Amoy Dock	\$50	\$17
Shai & H. Wharf	Tls. 100	Tls. 100
Fenwick & Co. Geo.	\$25	\$27, sellers
G. Island Cement	\$10	\$30, sellers
Hongkong & C. Gas	\$10	\$17 1/2, buyers
Hongkong Electric	\$10	\$14 1/2
Do. New	\$5	\$9 1/2
H. H. L. Tramways	\$100	\$21 1/2, buyers
Hongkong Hotel Co.	\$25	\$147, buyers
Maclean	\$25	\$235, buyers
Hongkong Hope Co.	\$50	\$152
H'kong S. Waterboat	\$10	\$14, sellers
Insurance—		
Canton	\$50	\$330, sellers, x.d.
China Fire	\$25	\$80, sellers
China Traders	\$25	\$80, buyers
Hongkong Fire	\$50	\$340, sellers
North China	25	Tls. 51 1/2, sales, x.d.
Union	\$100	\$755, buyers
Yangtze	\$60	\$172 1/2
Land and Building—		
Hongkong Land Inv.	\$100	\$126 1/2, buyers
Hampreys Estate	\$10	\$13, sellers
Kowloon Land & B.	\$80	\$40, buyers
Shanghai Land	Tls. 60	Tls. 122, buyers
West Point Building	\$50	\$65, sellers
Mining—		
Charbonnages	Fr. 250	\$490
Raubs	18/10	\$84, buyers
Phillips Co.	\$10	\$8, sellers
Rubber—		
China Sugar	\$100	\$223, sellers
Luzon Sugar	\$100	\$15, buyers
Steamship Companies—		
China and Manila	\$35	\$18, buyers
Dagupan Steamship	\$15	\$31, sales & buy.
H. Douglas & M.	\$15	\$20 1/2, sellers
Indo-China S.N. Co.	\$20	\$95, sellers
Shell Transport Co.	\$10	\$34, 6d.
Do. Preference	\$10	\$34, 10s.
Star Ferry	\$10	\$32, sellers
Shanghai & H. Dyeing	\$50	\$55, sellers
South China M. Post	\$25	\$80, sellers
Steam Laundry Co.	\$5	\$8, buyers
Do.	\$5	\$7 1/2
Stores & Dispensaries—		
Campbell, M. & Co.	\$10	\$36
Powell & Co., Wm.	\$10	\$11 1/2, sellers
Watkins	\$10	\$61, sellers
Watson & Co., A.S.	\$10	\$14, sellers
United Asbestos	\$4	\$9
Do. Foundries	\$10	\$160

HONGKONG TIDE TABLE.

From 28th October to the 3rd November.

To correct Zone Time add 23 min. and 19 sec.

HIGH WATER.					LOW WATER.					
Day of Week.	Day of Month.	Hongkong Mean Time.		Height.	Day of Week.	Day of Month.	Hongkong Mean Time.		Height.	
		h.	m.	f.	in.		h.	m.	f.	in.
Sat.	28	m	9	40	6.8	m	2	45	3	0
			5	0	7	0	2	39	1	5
Sun.	29	m	10	6	6	m	3	29	1	5
			9	53	7	0	3	18	1	3
Mon.	30	m	10	54	6.3	m	4	10	2	9
			11	2	6	m	5	8	3	0
Tues.	31	m	11	45	5.9	m	5	5	1	2
			10	40	5.7	m	6	25	1	0
Wed.	1	m	11	40	5.6	m	6	15	1	0
			11	23	5.3	m	6	57	1	7
Thurs.	2	m	2	3	5.1	m	7	28	0	0
			4	4	7	m	6	39	1	0
Fri.	3	m	9	35	5.0	m	7	7	1	8
			3	55	5.0	m	8	10	1	8

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 27th October.

Previous Day	On Date	On Date
Barometer	29.88	29.89
Temperature	77	77
Humidity	78	77
Wind Direction	E	E
Force	4	4
Weather	c	c
Rain	0	0

Highest open air temperature on 26th... 79 81

Lowest open air temperature on 26th... 74 76

Messrs. FALCONER & Co.'s Register, 27th Oct.

Barometer 9 a.m.: 29.94 Therm. (Wetbulb) 9 a.m.: 73

Barometer 1 p.m.: 29.90 Therm. (Wetbulb) 1 p.m.: 73

Barometer 4 p.m.: 29.86 Therm. (Wetbulb) 4 p.m.: 73

Thermom. 9 a.m.: 76 Therm. Maximum: 77

Thermom. 1 p.m.: 77 Therm. Minimum: over

Thermom. 4 p.m.: 77 night: 58

OPIUM.

Questions are—	Allow no rest to 1 catty.
Mahua New	\$1100 to —
Mahua Old	\$1180 to —
Mahua Old	\$1240 to —
Mahua V. O.H.	\$1280 to —
Pandan fine quality	\$1150 to —
Pandan extra fine	\$1200 to —
Pandan New	\$1900 to —
Pandan Old	\$1015 to —
Beauvais New	\$970 to —
Beauvais Old	\$975 to —

STRAIMERS PASSED THE CANAL.

Oct. 3rd—*Polerno*, 6th—*Uector*, *Toune*, *Arundel*, *Belie*, 10th—*Anapa*, *Norge*, *Sambila*, *Cadum*, *Manica*, 15th—*Glaucus*, *Glenfalloch*, *Gleffay*, *Helene*, *Richman*, *Nippon*, *Nachien*, *Shimosa*, *Daphne*, *Spezia*, 17th—*Bendolmo*, *Benary*, *Candia*, *Pek*, *Long*, *Palma*, *Silvonia*, *Albania*, *Prine*, *Regent*, *Lavard*, 20th—*Hogon*, *Lana*, *Tonika*, *Roon*, *On*, *St. Egiert*, 24th—*Austria*, *Claverhill*, *Marwarri*.

ARRIVALS AT HOME.

Oct. 24th—*Preussan*, *Malacca*, *Kennebec*.

VISITORS AT HOTELS.

Hongkong Hotels.

Mr. J. Adler	Mr. Edm. Johansson
Mr. A. H. Hardy	Dr. & Mrs. E. Evans
Mr. and Mrs. L. A. Harrold	Mr. & Mrs. N. Kaplan
Mr. H. G. Battiscombe	Mr. & Mrs. A. Kellmann
Lieut. H. F. Bell, R.N.	Mr. H. W. Kent
Mr. & Mrs. J. E. Bingham	Mr. F. Kerr
and child	Mr. C. Koenig
Mr. E. J. Birbeck	Mr. A. H. Laing
Mr. L. G. Bishop	Mr. H. J. O. Largo
Mr. S. Bismey	Mr. A. K. Lewis
Mr. W. S. Bissell	Mr. L. S. Lewis
Mr. E. A. Bonner	Mr. F. Lugibol
Mr. Borman	Mr. C. E. MacLennan
Mrs. E. W. Northwick	Mr. O. P. Malone
and child	Dr. O. Marriot
Mr. J. A. F. Bourchier	Mr. & Mrs. K. McAlpine
Mr. L. Broughall	Mr. T. P. McAnan
Mr. C. Bryan	Mr. G. E. McKee
Mr. T. C. Buckland	Mr. P. L. Miller
Mr. & Mrs. W. C. Burns	Mr. & Mrs. E. M. Moon
Mr. W. L. Carter	Dr. W. B. A. Moore
Hon. and Mrs. W. Chatham	Mrs. C. Moore
Mr. T. Clark	Mrs. A. G. Newington
Mr. M. O. Clark	Mr. F. E. Norris
Mr. & Mrs. T. W. Clarke	Mr. O. C. Olfie
Eng. Lt. and Mrs. H. I. Clegg, R.N.	Mrs. M. C. Olfie
Mr. A. F. Conrie	Mr. F. N. Le Pan
Mr. M. J. Connell	Mr. W. Parfitt
Mr. J. Coulthart	Mrs. E. O'Farrell
Mr. A. Crickbank	Mr. W. Peake
Mr. E. Cunningham	Mrs. A. Pennington
Dr. & Mrs. E. G. Curry	Mr. & Mrs. T. L. Perkins
Mr. F. O. Davies	Mr. A. R. Pfordten
Mr. F. B. Deacon	Mr. H. A. Poole
Mr. W. H. Doullie	Mr. W. A. Powell
Capt. & Mrs. J. Douglas	Dr. L. K. Reel
Mrs. W. A. Dowley	Mrs. J. E. Roach & child
Mr. T. C. Downing	Mrs. J. E. Sampedro
Mr. & Mrs. M. Earnshaw	Mr. R. H. Van Sant
Mr. H. Fletcher	Mr. & Mrs. J. Gray
Mr. J. G. Freeman	Mr. & Mrs. J. Gray
Mr. E. M. French	Mr. J. J. Shea
Mr. A. W. Grant	Mr. E. Skot
Mr. J. Grant	Mr. D. R. Smith & child
Capt. T. A. Hall	Mrs. C. Smith
Mr. and Mrs. A. W. Hastings	Mrs. O. V. Smith
Mr. F. H. Hillman	Mr. A. L. Stein
Mr. & Mrs. Hollingsworth	Mr. H. Stephens
Mr. B. G. Holt	Mr. J. Stickleford
Mr. A. T. Howe	Mr. P. Stoppa
Mrs. Hughes	Mrs. & Miss Wakefield
Mr. E. Hunter	Mr. A. W. Whitlow
Eng. Capt. Hurst, R.N.	Mrs. W. Whitton, child and infant
Mr. & Mrs. I. Ince	Mr. Willard, nurse and child
Mr. & Mrs. J. W. Jameson	Mr. and Mrs. T. Wright

KING EDWARD HOTEL.

Major & Mrs. J. F. Case and child	Capt. J. W. S. Neeson
Mr. & Mrs. W. H. Finch	Mr. & Mrs. K. Newman
Mr. & Mrs. H. W. Fraser	Mr. O. D. Ogostini
Mr. W. G. Gomez	Mr. L. A. Lopes Remedio
Mr. & Mrs. C. E. Helvie	Mr. & Mrs. L. Schweitzer
Mr. H. S. Hunt	Mr. R. G. Smith
Mr. Jackson & child	Mr. H. B. Thurston
Capt. H. Krebs	Mr. K. Tomami
Mr. Y. S. Lane	Mr. N. C. Vestal
Mr. Louis Levy	Capt. Viavanco
Mr. Edward Levy	Mr. E. J. Webster
Mr. K. Mutsaers	Mr. W. W. W. Wilson
Mr. F. J. Mutsaers	

CONNAUGHT HOTEL.

Mr. P. E. Adams	Mr. Albert C. Lee and Mrs. Lee
Mr. & Mrs. Alberg	Mr. G. H. Martine
Mr. J. Brown	Mr. J. H. Mead
Mr. W. F. Coulkin	Mr. Mercer
Mr. E. E. P. Erskine	Mr. H. B. Miller
Mr. & Mrs. H. Eyre	Mr. J. Murchie
Mr. R. M. Ezekiell	Mr. H. W. Nowitt
Mr. Frank H. Jackson	Mr. A. E. Palm
Mr. A. J. Goodwin	Mr. W. T. Parker
Mrs. E. Hall	Mr. John Parker
Mr. Luiz Hidalgo	Mr. R. S. Rimey
Mr. C. Jimby	Mr. Stebbing
Mr. R. H. Joseph	Mr. J. D. W. Thomson
Mr. J. E. Joseph	Mr. F. Waite

KOWLOON HOTEL.

Mr. Edgar D. Collins	Mr. J. W. Macgregor
Mrs. Collins	Dr. and Mrs. Tuthill
Mr. J. S. Hall	Miss Tuthill
Mrs. Knight	

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineer's Code Used

NEW DOCK N. W. OPEN.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	964 "
Width of Entrance on Bottom	884 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.

Extreme Length	523 feet
Length on Blocks	513 "

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL.CHARLES J. H. HALCOMBE,
HON. MEMBER OF CHINA REFORM PARTY.Author of "The Mystic Flower Land,"
"Travels in the Transvaal," &c., &c.(Continued from last Saturday.)
For a few moments the young men stood with clasped hands and with the moon shining upon their grave, handsome faces.

"I will think of you and pray for you; and you do the same for me," said Montrose, simply and earnestly, producing from his pocket a beautifully bound copy of the New Testament. "I want you to do a little book; read it, when you feel tired and downcast; and it will give you peace of mind." And now, dear friend, good-bye, and may God bless you, be with you and prosper you and yours always; and may He watch over you in your wanderings and give you a pleasant journey homeward.

"Your memory and your blessing accompanied me in my heart," replied Cheng, in a slow, tremulous voice, "and may the gods grant you heavenly joys and permit me to meet again. I will certainly read this handsome book for which I thank you sincerely."

With a low, courteous bow, he turned and mounted his pony. Then waving a last adieu, he loosened the reins, and, with his faithful follower, rode away through the moonlight, going in a westerly direction.

Montrose stood thoughtfully watching him for some time, and then as his youthful form and Ah Sam's bulky one grew indistinct in the misty distance, he walked back to the launch, which at once started back for Hong-kong.

It was striking seven as our friend again landed in Victoria, a favorable tide having accelerated the return passage, and, although feeling fatigued and down-hearted, he remembered that he had another day to perform, and that was to endeavour to see who were to be executed that morning at Kowloon.

Returning to the hotel, he lay down for an hour and then had breakfast, after which he went over to the prison, and arrived at the execution ground, which was situated on the beach facing the harbour, just as a crowd of sightseers of all nationalities began to congregate there.

Nearly three-quarters of an hour had elapsed, when a loud murmuring attracted his attention, and, looking in the direction of Kowloon city, he saw a number of soldiers, who were to be executed that morning, were being led along by two companies of British troops, their dress denoting them to be petty magistrates. In the middle of the procession were four Yamen-runners carrying between them two baskets containing the poor creatures who were to die, these being supervised by a swaggering ruffian who furnished an immense two-handed sword, and, with fierce gesticulations, displayed for the edification of the awestruck public a dirty hand bearing a glowing which signified that he was the executioner.

Montrose at once went forward and, as the procession stopped, approached the officials, who were seated themselves upon a wooden bench in order to witness the execution, and asked if he might be allowed to have a few words to say to the prisoners.

"Oh yes, go pray with the rogues," said the older magistrate, with a coarse laugh; "but kindly use dispatch, as our business is pressing."

By this time the doomed persons had been removed from the baskets and were kneeling side by side, their arms being tightly pinioned behind and fastened by means of a chain to the leg-irons, so that they were unable to move; while their faces were held above their heads, so as to leave the neck free, by pieces of stick from each of which dangled a strip of linen inscribed with their name, crime and sentence.

Not traces of fear or emotion was visible in either of these noble faces as they calmly thought wistfully looked around for the last time upon the sunny scene.

"My dear friends," said Montrose, addressing them and gently laying his hands upon their shoulders, "be of good cheer, for you are going to your Father in Heaven. You are leaving this cruel world, but your names will not be forgotten."

"Yes, our hearts are clean," said Mr. Tai, stoutly, "and we have been spared, we should not have desisted from trying to free our country of its accursed rulers."

"Allow us once again to sincerely thank you for all you have done for us," said Mok Wah, his dauntless voice quivering as he added, "I am glad that dear Cheng did not come with you; but I feel sure he will tell our family and our clan that father and I died happily, and together."

"He will, he will," said Montrose in a husky voice; "and now let me kneel beside you and mingle my prayers with yours."

"You pray your own way," he added, since they looked somewhat embarrassed, "and your prayers will surely be heard."

Then, upon the hot sands and in the presence of a jeering crowd of soldiers and spectators, he knelt beside their souls to the safe-keeping of the one and merciful God; while they devoutly bowed their heads and said that which was also recorded and recorded on high, which was a last cheerful word of farewell.

Then, with a last cheerful word of farewell, he turned away, and, as he did so, he heard one of the magistrates give a loud command, and a low murmuring from the crowd told him that all was over.

Without daring to look back he made his way to the landing-stage and at once returned to the colony, his eyes mingling with the last heroic words of those martyred friends, and his eyes dimmed with the reflection of that awful sight—a sight which still further embittered his heart against the ruthless, arbitrary Government of China.

He was disgusted with the men who, for policy's sake, had handed over those noble-hearted Chinese gentlemen to the sword of the executioner; and, being somewhat feeble in health, he was anxious to leave for the north as soon as possible.

That evening a very offensive article appeared in the Telegraph accusing him of assisting and encouraging traitors, and giving credence to a report that "in consequence of his missionary-like behaviour he would probably be banished from Hongkong for a sufficient number of months to enable him to learn prudence and gentility."

In response, Montrose penned a long and able letter to the Hongkong Daily Press, in which he warmly reviewed our policy in the Far East, and sternly denounced the Manchou-Tartar Administration; and he concluded by openly avowing his intervention in behalf of those who had perished, and expressing much regret that he had been unable to again turn them from the blood-stained hands of the barbarous mandarins.

Next morning at eleven o'clock he was aboard the steamer Taku, which was advertised to sail at noon. He was not at the gangway by Captain Kog, a sprightly little

man with small, sparkling eyes, rudely combed hair and a very round head which would have appeared like unto a turnip had it not been for a few lay-like tufts of hair which also adorned his jovial face.

"Delighted to make your acquaintance, Mr. Montrose," he said, cordially gripping his hand, "come and have a whisky and soda with me." Montrose was charmed with the broadness of this honest manner, which was most refreshing and in pleasing contrast with the general manner and bearing of the stiff-necked taipans, who set the fashion on shore, and who, with other lions of the club verandah, baited the passing reporter with a patronising nod, and inspired the Telegraph with their "attitude."

After partaking of some refreshment and having seen his luggage deposited in his berth, Montrose went on deck. The vessel was just leaving the wharf, and standing together on the quarter-deck he noticed a lady and gentleman. The former at once attracted his attention, for, although she had grown much taller, he seemed to recognize in her an old and once dear friend; so, raising his hat, he approached them.

"Pardon me," he said, addressing her, "but have I the pleasure of again meeting Miss Lania Rash?"

"Dear me! can it be you, Mr. Montrose?" she replied, extending her hand and colouring deeply. "Allow me to introduce you to my husband, Mr. Cecil Bransome."

The two men exchanged civilities, and then the lady informed Montrose that she had been married over a year, and was residing in Shanghai, to which place they were now returning after a trip to Singapore where Mr. Bransome had business connections, he being a merchant. So there seemed every probability of Montrose spending a very pleasant holiday up north, and he was not sorry to have met an old friend.

While they were conversing the ship was sounding and, in company with the genial skipper, they descended into the luxurious saloon, where they would now take leave of them for the present.

CHAPTER XIX.—THE FATE OF LUH-HWA.
We must now return to Lian. After Mrs. Hung Lee-fah had left her home on that fatal night to go to her husband's funeral, Ah-choi hurried on the preparations for her and Lian's flight, the latter assisting as much as possible, though she was quite bewildered with grief; for it all seemed to her like some horrible dream, that the home should be thus suddenly broken up and its members dispersed. The poor old man, who had been so kind to her, particularly the worthy Mrs. Lao, remained with them to the last, asking the dispenser of the Taoist talismans to be imprisoned; and one of them actually volunteered to accompany them to Canton. But for reasons only known to herself, Ah-choi declined the offer, and, just before her departure, paid and discharged them, though the poor women lingered behind to take tender leave of Lian, whom they all loved.

Shortly before twelve o'clock Mr. Wong Ah-choi came in the back entrance, accompanied by a couple of young students who were to carry the fugitives' luggage, and the three of them being dressed as common workmen. The two ladies disguised themselves as much as possible by putting on old clothes and enveloping their heads in large shawls, and then they left the house with Mr. Wong, who preceded them with the luggage which consisted of three large valises made so that they could easily be strapped upon a horse, either in front or behind the saddle.

On arriving at the south gate of the city, which was closed, Mr. Wong had some difficulty in prevailing upon the keeper to allow the ladies, whom he represented as his wife and daughter, to pass out; but Ah-choi came forward and, while upbraiding the man loudly for inconveniencing them, handed him a small packet of silver which had the desired effect, and one of the ponderous doors was opened sufficiently to allow them to pass through. Then with a loud clanging sound it closed behind them, and Lian, having inquired of Mr. Wong how he was going to manage about returning home, he answered gently: "I know a certain place in the village where my young friends and I can easily climb over; and it will be an honour to us to think that we have been able to serve you."

Some little distance from the city wall, and near a small clump of trees, a driver and three stout little ponies were waiting. Upon these the fugitives were strapped, and then assisted by Mr. Wong and the student, the ladies mounted, and, after bidding farewell to the kind-hearted old gentleman and his companions, rode away into the darkness, going in a southerly direction.

For several hours they proceeded in silence, Lian, being too much engrossed with her own sad thoughts to converse; and as day began to dawn they entered a small village and stopped at a wayside inn. Here they rested awhile and had some refreshment, and then Ah-choi handed himself in making arrangements for the animals to start; but, instead of retaining the animals and having brought them from Lian, she hired others and engaged a man who had been a caravan driver and was well acquainted with the southern provinces. With him she conversed in an undertone for fully an hour, and then gave him some money after which she and Lian resumed their journey.

They continued to travel in a southerly direction for a few miles and then suddenly branched off on a course which was nearly due east; and when Lian noticed that they had left the beaten track, and said they were going to make a detour in order to avoid bad roads.

All that day they rode on at a brisk pace, only pausing now and again to rest the horses and take a little refreshment, and at nightfall they arrived at the large town of Ju-yuen, having traversed a distance of about forty miles.

They engaged a room between them in the most respectable hotel that could find, and the proprietor's wife, who was a hard-favored woman of about fifty, made herself very agreeable, particularly to Ah-choi, with whom she soon became on intimate terms. Lian, however, felt thoroughly worn out and wretched, and after partaking of a cup of tea and a little rice and salt-fish, she retired to rest, Ah-choi promising to join her later on.

Being a warm night, she opened the double window of her sleeping apartment, which led out upon a covered verandah that ran across the entire back of the house.

The heart was full of strange forebodings, and for some time she lay tossing about upon her couch; but at length she fell into a troubled sleep from which she awoke about one o'clock in the morning, and was surprised to find that her stepmother had not yet come to bed. While wondering what had detained her, she heard voices, one of which she recognized as Ah-choi's, proceeding from the next room; getting up, she crept on to the verandah and, taking a few steps, peeped through an open window and saw Ah-choi and the proprietor's wife gambling with dominoes, each having a little stack of silver at

"In most of the walls of Chinese cities there are places where the inhabitants have for ages and ages climbed over in order to evade the gatekeepers' 'squeeze money,' though there is a heavy penalty for doing so. In the city of King-chow, on the Island of Hainan, South China, the author several times saw elderly men passing over the wall, assisted by younger ones."

her elbow. Most Chinese ladies are more or less addicted to this vice, and Lian knew that Ah-choi was particularly partial to it; but what amazed her was that she should gamble with an amiable stranger, and she did not mean to say more when they had no apparent means of obtaining more when the little they possessed was exhausted. While she was thus musing, she heard the inn-keeper's wife remark that it was a long journey to Shanghai and ask why Ah-choi was going there.

"Well," replied the latter, "I passed most of my younger days at Shanghai, and have some friends there."

"But," said the woman, "would it not be far quicker for you to go straight to Canton, and from there by ship to Shanghai?"

"No doubt it would be quicker," said Ah-choi, "but I have particular reasons for not wishing to go to Canton."

As poor Lian heard these words, she staggered back into her room, and, with a stifled sob, flung herself across the bed and wept. She knew now that she would probably never see her dear brother; and what would become of him and her? But not for a moment did she dream of trusting the will of her stepmother, whose word was law, and whose influence was of gradual growth and long standing and was interwoven with their religious convictions. For the one was a helpless superstitious girl, and the other a crafty woman of the world who had for years been drawing the meshes of her net around this gentle, trusting creature, who would have been a state almost bordering upon unconsciousness, and so remained for quite an hour in the same position as that in which she had thrown herself in her first paroxysm of grief; and at two o'clock she did not hear her stepmother's soft foot fall as she entered the room with a lamp, though she was soon recalled to her senses by her voice.

"By all the demons—what is the matter, child?" said Ah-choi in a sharp, irritable manner. "No doubt having lost heavily. Lying from the bed, Lian, who stood before her and her pitiful, appealing look was enough to have softened the hardest heart. "Oh, tell me, Ah-choi," she said pleadingly, "why are we not going to Canton?"

"Who put that notion into your head?" asked the other angrily.

"Do not be hasty with me," said Lian, nervously sobbing and clasping her hands. "I wondered why you had not come to bed, and, happening to hear your voice, I went out on the verandah, and while looking into the room where you were sitting, heard you say that you had particular reasons for not wishing to go to Canton."

"So you have been eavesdropping!" said Ah-choi, pertinaciously; "and pray did you hear anything more?"

"I heard the woman you were playing with ask why you were going to Shanghai." "Yes," he said, "and to Shanghai we are going!" retorted Ah-choi, vehemently; "and that horrid woman would not alter my purpose, nor you either!"

"Oh, Ah-choi," pleaded the young girl, falling upon her knees, "be kind to me and let me go to my brother!—let me see him once again!"

"You shall see him, child," said Ah-choi, softening somewhat, though speaking impatiently. "When we get to Shanghai, I will send for him and he will come to you. Surely you will trust me?"

"Yes, I will trust you," said Lian, with a sigh, rising and wiping her tears; and then, finding that her stepmother was not in a humor for further conversation, she composed herself and went to sleep.

Next morning they continued their journey at nine o'clock, the inn-keeper's wife not again appearing upon the scene; and, as Ah-choi was a man of the world, Lian did not venture to trouble him with more questions, lest she should further provoke her wrath, of which she stood in much fear; particularly as it had been so seldom shown before.

That evening they stopped at a small village, some thirty-five miles to the eastward of Ju-yuen, where they passed the night, and, in this manner, they gradually travelled onward towards the distant seaboard of Fukien. As they proceeded on their way, Ah-choi's gambling propensities became more and more pronounced, and Lian, who was soon able to tell by her looks and demeanour whether she had lost or won; but, unfortunately for both, Ah-choi was not often successful in his bold ventures, and, much to poor Lian's sorrow and consternation, their money rapidly dwindled away, the elder woman having to do her best to make up for the loss of her own possession, which made her change all the more dependent upon her. But the young girl's gentle remonstrances were utterly unheeded, and in vain, and this thriftless woman only became more reckless when warned, seeming to have abandoned herself entirely to the excitement of the hour, and to have lost all thought of the future. At times, when she was in luck's way, she would be all kindness and solicitude, and Lian would cling to her, hoping that she might recover her losses and then stop playing. Ah-choi, however, was rarely dispelled to do so; but these hopes were rarely dispelled one after another of the future, and quite became weary of ever seeing her brother again; for if her stepmother could so persistently break her word in one respect, she might do so in another.

After a journey of three hundred and seventy miles, which had occupied twenty-six days, during which time they had passed through many villages, besides the towns of Ju-yuen, Ju-yuen, Ju-yuen, Nan-tsin, and Han-chai, they arrived one afternoon at the town of Amoy. Here all was bustle and in striking contrast with the languor and quietude of inland cities. After riding some distance through the crowded thoroughfares, they stopped at a second-rate Chinese hotel where Ah-choi discharged the driver and took a room for herself and Lian, the latter being very fatigued and down-hearted, feeling alone in the world and so estranged from all she held most dear.

After a simple meal, Ah-choi went out alone, and in an hour's time returned and told Lian that she wished to engage a berth for herself aboard a steamer which was sailing on the morrow for Shanghai, but that in order to do so, and to pay for their board and lodgings at the hotel, she would have to sell some of her jewellery. She, therefore, asked Lian to give her the solid gold and pearl earrings she wore and some other trinkets, including the gold ring which Montrose had given her and which she had worn upon the second finger of her left hand since leaving home. Ah-choi believing that it had been presented to her by Mrs. Lao, the amah through whom it had been sent, she assented.

Poor Lian, who was weeping and, from a pair of earrings she was wearing, and from a small easket the rest of her jewellery, she handed them over to her stepmother, who, when the latter also wanted a ring, she shook her head and said she would not give it up, but that she would take these valuables, which would fetch more than enough for their present requirements, Ah-choi again left the hotel and did not return until after dark, when she smilingly informed

Lian, that next morning they would sail in a beautiful foreign vessel for Shanghai. She was very affable and affectionate to her stepdaughter that evening, and gave glowing descriptions of all they would see in the great European settlement, where—according to her own account—money was plentiful and people generous. Lian, who was so kind and hopeful, said, and now and again force a watery smile, her face in order to appear happy and contented; but her heart was heavy and despondent, and she was glad when the time came for them to retire to bed—for there she could hide her tell-tale tears, and live again in the past.

Next morning they went aboard the steamer Quinson, which was lying at anchor in the harbor, and the sight was a novel one to Lian, who had never before seen the sea or a ship of any size. The berth which Ah-choi had engaged was in the fore-cabin, a portion of which was fitted with cargo, so that the place was unpleasantly close and unclean.

At noon the vessel proceeded on her way north, and, as there was a choppy sea running in the Formosa Channel, she rolled considerably, much inconveniencing the ladies, particularly Lian, who suffered severely from nausea and was obliged to keep to her bunk during the greater part of the passage. But, on the morning of the third day after leaving Lian, who was relieved, on being awakened by Ah-choi, to find that they were gliding through smooth water with river-banks alongside, and soon afterwards a pretty, Italian-like village began to appear, gradually increasing in number until large warehouses were seen, and then the steamer slowed down and came to her moorings against the Ningpo wharf, which was alive with coolies and foreigners.

Being told by her stepmother to put on her best clothes, Lian, who did so, and then a burly coolie came down and shouldered her luggage, and they followed him over the gangway, and on to the wharf, where Ah-choi engaged a couple of rickshaws, which are like miniature horse-cabs, only a Chinaman stands between the shafts and takes the place of a horse.

This mode of conveyance was quite new to Lian, who, held to the sides of the vehicle with considerable interest as the salubrious coolie gripped the shafts near the end and, raising them to a level with his waist, made a few preliminary hops and jerky pulls, and settled down into a swift and steady trot which soon carried her through shop-lined Hongkong and over the garden-bridges.

Turning down the Fookchow-road they stopped at a Chinese house where some of Ah-choi's friends had formerly lived but they had left some years ago and their whereabouts was unknown. Then they drove to another house in the Ningpo-road, but with similar results, and at length they took a room in a small hotel, and had some refreshment.

After that Ah-choi went out alone, promising to return in the evening and conduct Lian, who round the town, so the latter took from her valise a book of Su Tung-po's poems and, while resting upon a couch, divested her mind as much as possible from the thoughts with which it was harassed.

(To be continued.)

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